

Appendix F: No Project Alternative Graphics

Figure F-1
2020 No-Build/Modal Alternative – Baseline Ratios of Demand/Capacity and Levels of
Service across Screenlines (Station Areas)

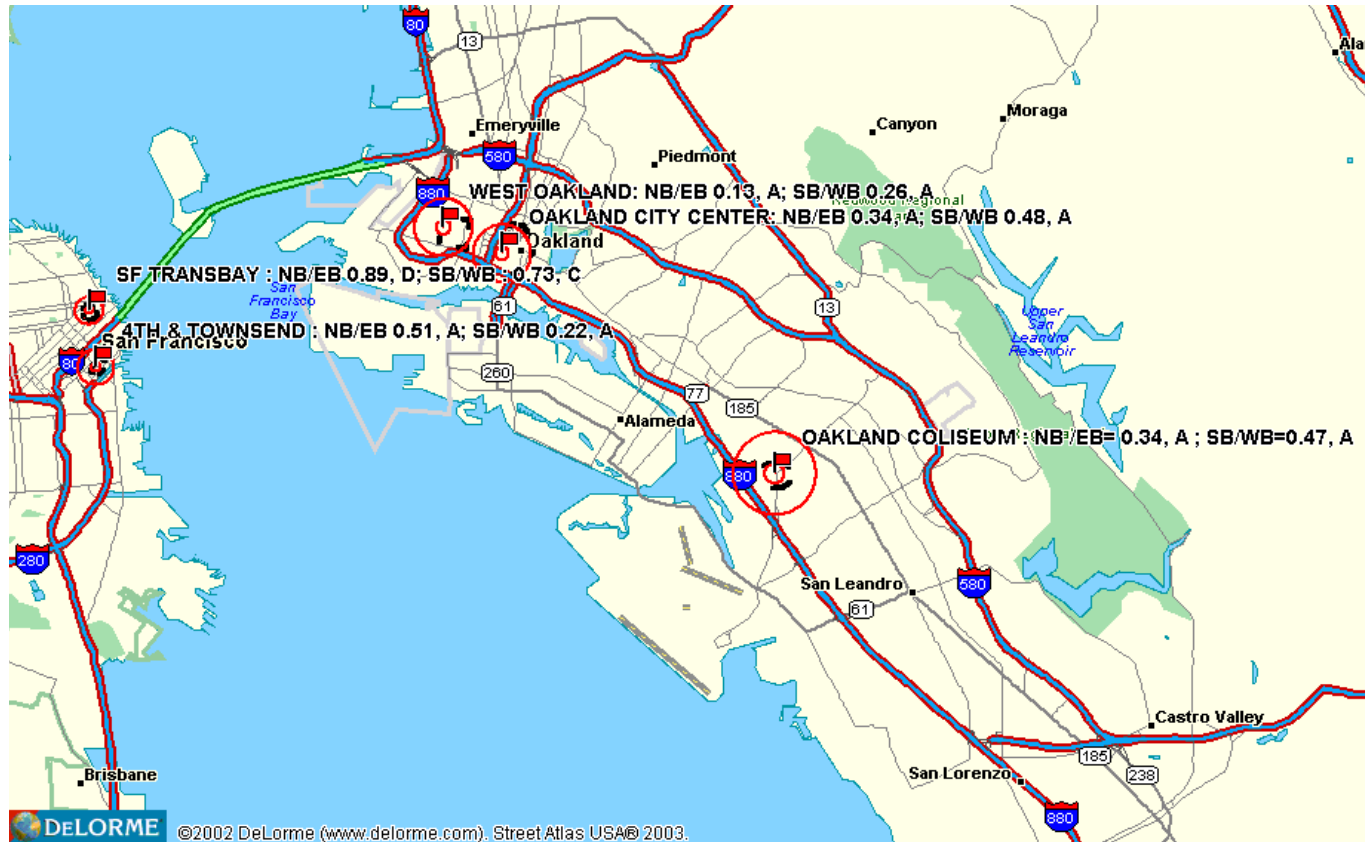


Figure F-1 (a)

LEGEND:

Northbound/Eastbound: V/C, LOS; Southbound/Westbound: V/C, LOS

Figure F-1 (b)

LEGEND:

Northbound/Eastbound: V/C, LOS; Southbound/Westbound: V/C, LOS

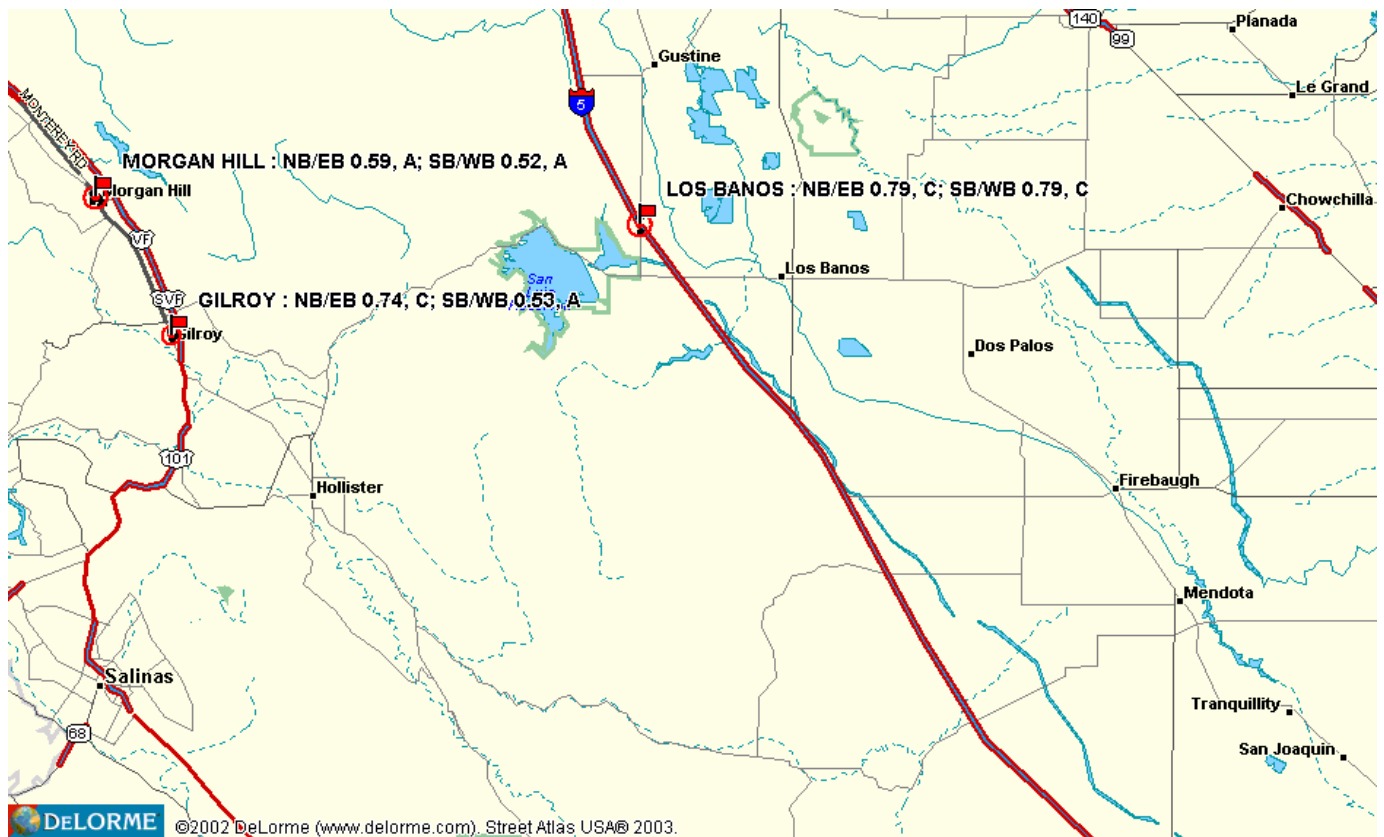


Figure F-1 (c)

LEGEND:

Northbound/Eastbound: V/C, LOS; Southbound/Westbound: V/C, LOS

Figure F-2
2020 No-Build Alternative - Baseline Ratios of Demand to Capacity, Levels of Service and
Speed across Screenlines (Alignment)



Figure F-2(a)

LEGEND:

Northbound/Eastbound: V/C, LOS; Southbound/Westbound: V/C, LOS



Figure F-2(b)

LEGEND:

Northbound/Eastbound: V/C, LOS; Southbound/Westbound: V/C, LOS

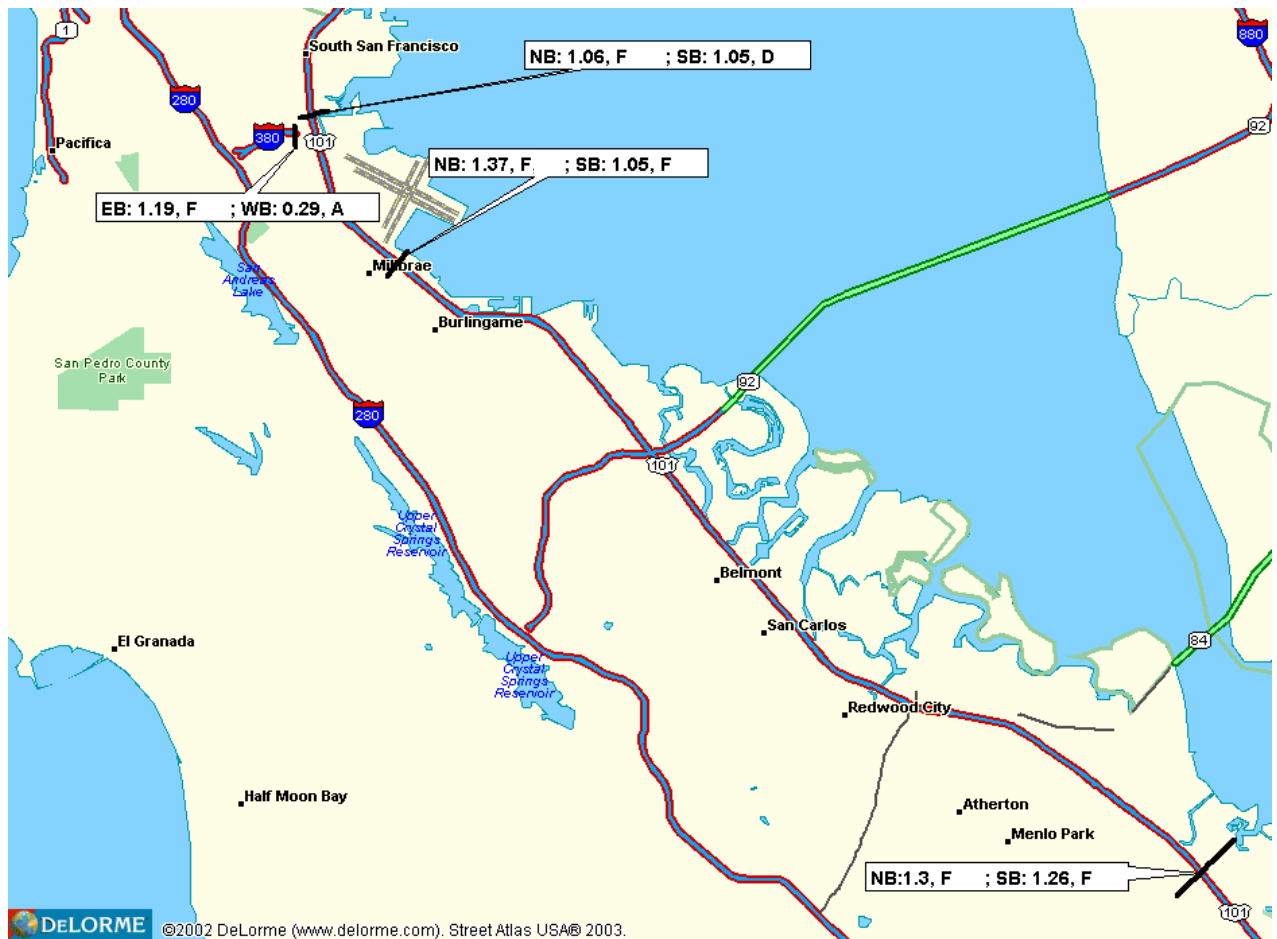


Figure F-2(c)

LEGEND:

Northbound/Eastbound: V/C, LOS; Southbound/Westbound: V/C, LOS

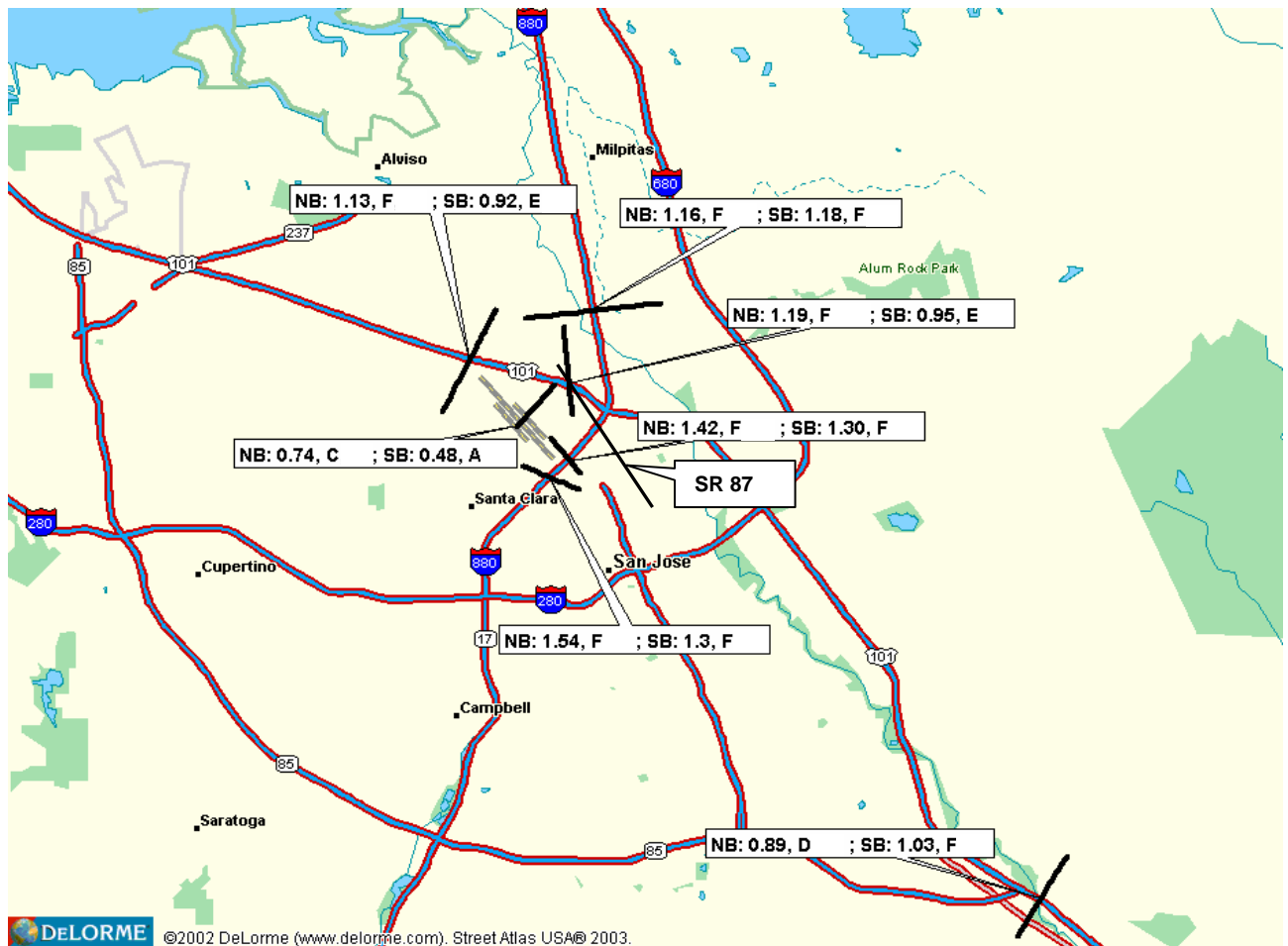


Figure F-2(d)

LEGEND:

Northbound/Eastbound: V/C, LOS; Southbound/Westbound: V/C, LOS

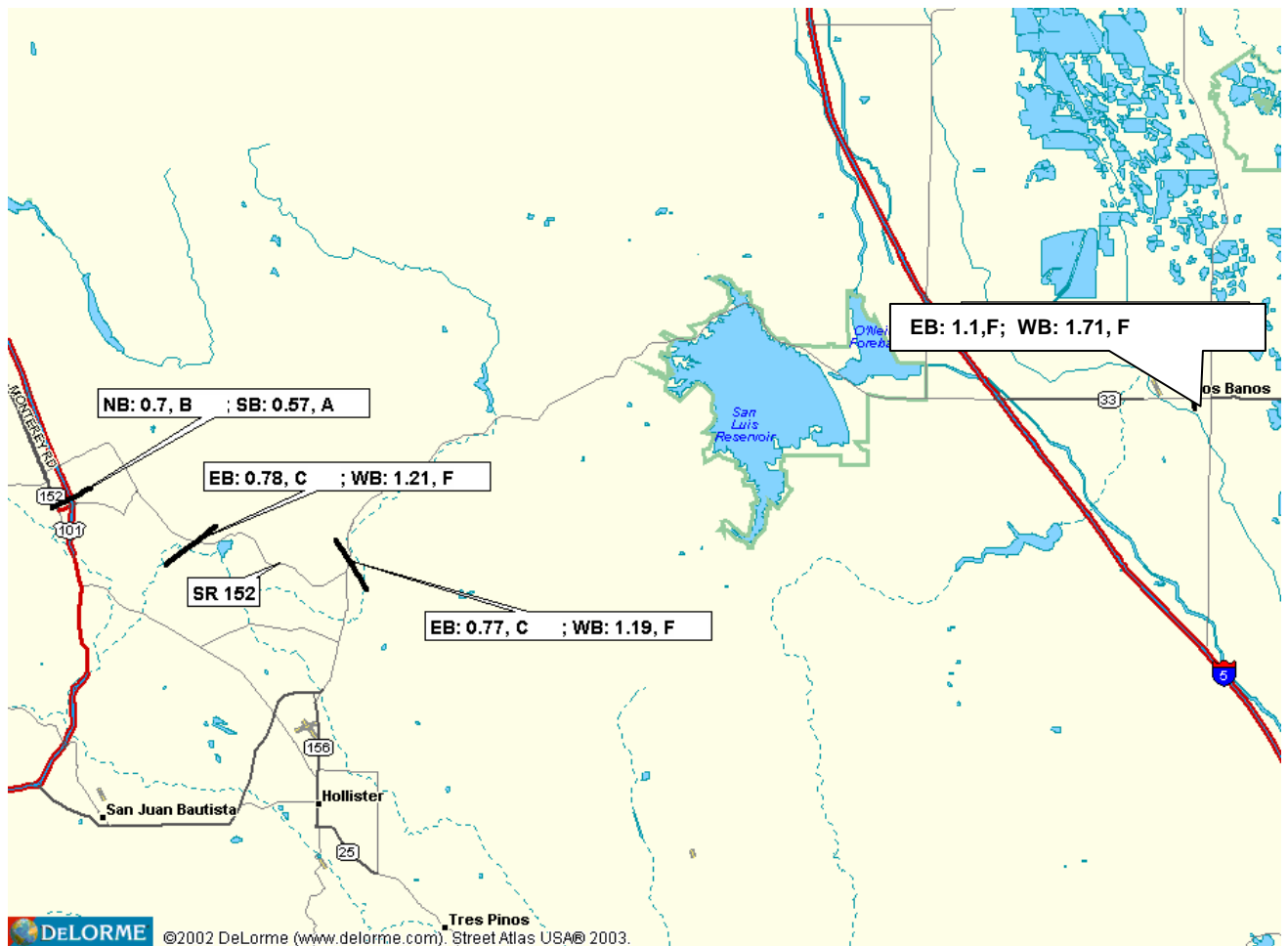


Figure F-2(e)

LEGEND:

Northbound/Eastbound: V/C, LOS; Southbound/Westbound: V/C, LOS

Table F-1
Detailed Analysis - Impacts to Traffic, Circulation and Parking
Actual (1998) and 2020 No-Build Conditions
Bay Area To Merced Region

Roadway Links with Significant Impact-AM peak at screenline (A,B,C,D,E,F) ¹		Public Transit Links over Capacity In Station Area (H,M,L) ²	Goods Movement Links Impacted (H,M,L) ²	Parking Facilities with Significant Impact (H,M,L) ²	Com- ments/ Notes
ACTUAL (1998)	See Table F-2.	N/A	The freeways are major truck routes; hence the impacts are similar to inter-city link impacts.	The impacts are based on a qualitative analysis.	
NO-BUILD (2020)	See Table F-2.	N/A	The freeways are major truck routes; hence the impacts are similar to inter-city link impacts.	The impacts are based on a qualitative analysis.	
HST Corridor and Station Options					
<i>San José to San Francisco</i>	1.37 (F)		M	In the peninsula, proposed HST stations will be located near Caltrain stations and might share the parking facilities.	
<i>Alignments 1998</i>	1.29 (F)		M		
<i>Stations</i>	Arterial	NB/EB V/C LOS SB/WB V/C LOS	None of the station area links serve as major goods movement links, unless otherwise specified.		
-Transbay Terminal (2020 No-Build)	Mission St W. of 1 st St	1.34 F	1.25 F	Most of the public transit links in the station area will operate above capacity, during peak hours	L In 2020, though there is a possibility of further reduction in available parking spaces, the higher prices for parking will reduce parking demand and the overall impact will be 'L'.
	Howard St W. of 1 st St	- -	0.01 A		
	1 st S. of Howard St	- -	0.79 C		
	Fremont S. of Howard St	1.25 F	- -		
	Howard E. of Fremont St	0.00 A	0.00 A		
	Mission W. of Fremont St	0.59 A	0.25 A		
	Fremont N. of Mission St	0.93 E	- -		
	1 st N. of Mission St	- -	1.39 F		
	Total Screenline	0.89 D	0.73 C		
Transbay Terminal (1998)	Mission St W. of 1 st St	0.30 A	0.86 D	M	L Even though there are not
	Howard St W. of 1 st St	- -	0.07 A		
	1 st S. of Howard St	- -	0.91 E		

Table F-1
Detailed Analysis - Impacts to Traffic, Circulation and Parking
Actual (1998) and 2020 No-Build Conditions
Bay Area To Merced Region

Roadway Links with Significant Impact-AM peak at screenline (A,B,C,D,E,F) ¹						Public Transit Links over Capacity In Station Area (H,M,L) ²	Goods Movement Links Impacted (H,M,L) ²	Parking Facilities with Significant Impact (H,M,L) ²	Comments/ Notes
	Fremont S. of Howard St	1.30	F	-	-	Most of the public transit links in the station area operate above capacity, during peak hours		many parking spaces available in the area, a rough equilibrium is reached between demand and capacity due to high prices for parking	
	Howard E. of Fremont St	0.00	A	0.73	C				
	Mission W. of Fremont St	0.29	A	0.01	A				
	Fremont N. of Mission St	1.02	F	-	-				
	1 st N. of Mission St	-	-	1.42	F				
	Total Screenline	0.81	D	0.87	D				
-4 th and King (2020 No-Build)	Townsend W. of 4 th St	0.00	A	0.00	A	L		L	
	King W. of 4 th St	0.01	A	0.01	A				
	280 Connector to 4 th St	1.07	F	-	-				
	4 th St S. of King	0.03	A	0.65	B				
	King E. of 4 th St	1.51	F	-	-				
	Townsend E. of 4 th St	0.00	A	0.00	A				
	Zone access E. of 4 th St	0.36	A	0.01	A				
	4 th St N. of Townsend	0.16	A	0.47	A				
-4 th and King (1998)	Total Screenline	0.51	A	0.22	A	L		L	
	Townsend W. of 4 th St	0.00	A	0.00	A				
	King W. of 4 th St	0.01	A	0.01	A				
	280 Connector to 4 th St	0.85	D	-	-				
	4 th St S. of King	0.01	A	0.40	A				
	King E. of 4 th St	0.89	D	-	-				
	Townsend E. of 4 th St	0.00	A	0.00	A				
	Zone access E. of 4 th St	0.01	A	0.03	A				
-Millbrae (2020 No-Build)	4 th St N. of Townsend	1.72	F	0.30	A	L		L	
	Total Screenline	0.54	A	0.14	A				
	E. Millbrae Ave W. of 82	1.25	F	0.27	A				
	Murchinson W. of 82	0.17	A	0.00	A				
	Trousdale W. of 82	0.83	D	0.28	A				
	82 S. of Trousdale	0.51	A	0.84	D				
	California S. of Trousdale	0.32	A	1.37	F				
	Rollins S. of E. Millbrae Ave	0.23	A	0.31	A				
Millbrae (1998)	E. Millbrae Ave W. of Rollins	1.59	F	0.90	D	L		M	
	82 N. of E. Millbrae Ave	0.78	C	1.07	F				
	Total Screenline	0.94	E	0.74	C				
	E. Millbrae Ave W. of 82	1.15	F	0.24	A				
	Murchinson W. of 82	0.00	A	0.00	A				
	Trousdale W. of 82	0.61	B	0.22	A				
	82 S. of Trousdale	0.41	A	0.49	A				
	California S. of Trousdale	0.23	A	1.20	F				
	Rollins S. of E. Millbrae Ave	0.14	A	0.30	A	L		The Caltrain parking near the Millbrae Station is currently operating at or slightly above capacity.	
	E. Millbrae Ave W. of Rollins	1.50	F	0.83	D				
	82 N. of E. Millbrae Ave	0.40	A	0.70	C				
	Total Screenline	0.94	E	0.74	C				

Table F-1
Detailed Analysis - Impacts to Traffic, Circulation and Parking
Actual (1998) and 2020 No-Build Conditions
Bay Area To Merced Region

Roadway Links with Significant Impact-AM peak at screenline (A,B,C,D,E,F) ¹						Public Transit Links over Capacity In Station Area (H,M,L) ²	Goods Movement Links Impacted (H,M,L) ²	Parking Facilities with Significant Impact (H,M,L) ²	Com- ments/ Notes
-Redwood City (2020 No-Build)	Total Screenline	0.74	C	0.54	A	L		L	
	Hopkins W. of 82	1.15	F	0.64	B				
	Broadway W. of 82	0.24	A	0.84	D				
	James W. of 82	0.02	A	0.00	A				
	Jefferson W. of 82	0.65	B	0.16	A				
	82 S. of Jefferson	0.28	A	0.38	A				
	Middlefield S. of Jefferson	0.23	A	0.35	A				
	Broadway S. of Jefferson	0.57	A	0.50	A				
	Jefferson E. of Broadway	0.78	C	1.05	F				
	Middlefield N. of Broadway	0.23	A	0.58	A				
	Whipple E. of 82	1.09	F	0.72	C				
	Stafford N. of Whipple	0.20	A	0.30	A				
	82 N. of Whipple	0.75	C	0.87	D				
	Whipple W. of 82	1.13	F	0.47	A				
	Total Screenline	0.64	B	0.60	B				
Redwood City (1998)	Hopkins W. of 82	1.04	F	0.82	D	L		L	
	Broadway W. of 82	0.22	A	0.65	B				
	James W. of 82	0.00	A	0.00	A				
	Jefferson W. of 82	0.60	B	0.19	A				
	82 S. of Jefferson	0.38	A	0.62	B				
	Middlefield S. of Jefferson	0.11	A	0.24	A				
	Broadway S. of Jefferson	0.75	C	0.19	A				
	Jefferson E. of Broadway	0.56	A	0.85	D				
	Middlefield N. of Broadway	0.05	A	0.55	A				
	Whipple E. of 82	0.82	D	0.40	A				
	Stafford N. of Whipple	0.19	A	0.00	A				
	82 N. of Whipple	1.15	F	1.52	F				
	Whipple W. of 82	1.04	F	0.22	A				
	Total Screenline	0.65	B	0.60	A				
-Palo Alto (2020 No-Build)	Arboretum N. of Palm	1.56	F	0.36	A	L		L	
	Palm W. of Arboretum	0.53	A	0.97	E				
	82 S. of Arboretum	0.21	A	0.15	A				
	Alma S. of Embarcadero	0.85	D	0.86	D				
	Embarcadero E. of Alma	0.48	A	0.76	C				
	University E. of Alma	1.29	F	1.15	F				
	Alma N. of University	0.25	A	0.91	E				
	82 N. of University	0.18	A	0.28	A				
	Total Screenline	0.42	A	0.42	A				
Palo Alto (1998)	Arboretum N. of Palm	1.64	F	0.29	A				
	Palm W. of Arboretum	0.42	A	1.22	F				
	82 S. of Arboretum	1.13	F	0.98	E				
	Alma S. of Embarcadero	0.51	A	0.03	A				
	Embarcadero E. of Alma	0.26	A	0.64	B				

Table F-1
Detailed Analysis - Impacts to Traffic, Circulation and Parking
Actual (1998) and 2020 No-Build Conditions
Bay Area To Merced Region

Roadway Links with Significant Impact-AM peak at screenline (A,B,C,D,E,F) ¹						Public Transit Links over Capacity In Station Area (H,M,L) ²	Goods Movement Links Impacted (H,M,L) ²	Parking Facilities with Significant Impact (H,M,L) ²	Com- ments/ Notes
	University E. of Alma	1.22	F	1.18	F	L		L	
	Alma N. of University	0.05	A	0.24	A				
	82 N. of University	0.67	B	0.99	E				
	Total Screenline	0.89	D	0.84	D				
-Santa Clara (2020 No-Build)	Benton W. of Lafayette	0.86	D	0.31	A	L		L	
	Homestead W. of Lafayette	0.83	D	1.06	F				
	Market W. of Lafayette	1.07	F	-	-				
	Washington S. of Market	0.92	E	0.56	A				
	Park S. of Alameda	1.01	F	0.18	A				
	Alameda E. of Park	0.13	A	0.76	C				
	82 N. of Alameda	0.55	A	0.71	C				
	Coleman/Delacruz Ramps	1.35	F	0.71	C				
	82 E. of Lafayette	0.72	C	0.62	B				
	Lafayette N. of Benton	1.30	F	0.47	A				
	Total Screenline	0.77	C	0.67	B				
Santa Clara (1998)	Benton W. of Lafayette	0.00	A	0.00	A	L		L	
	Homestead W. of Lafayette	0.25	A	0.78	C				
	Market W. of Lafayette	0.77	C	-	-				
	Washington S. of Market	0.76	C	0.43	A				
	Park S. of Alameda	0.60	A	0.03	A				
	Alameda E. of Park	0.13	A	0.36	A				
	82 N. of Alameda	0.78	C	0.62	B				
	Coleman/Delacruz Ramps	1.26	F	0.44	A				
	82 E. of Lafayette	0.56	A	0.43	A				
	Lafayette N. of Benton	1.16	F	0.39	A				
	Total Screenline	0.72	C	0.48	A				
San José to Oakland									
<u>Alignments (not stations)</u>									
- Hayward/I-880 (includes Union City Station)	1.3 8(F)						M The freeways (esp., I-880 to Port Of Oakland) are major truck routes; hence the impacts are similar to freeway link impacts.		
Actual (1998)	1.34(F)						M		
- Hayward/Niles/ Mulford ¹									
Actual (1998)									
<u>Stations</u>	Arterial	NB/EB		SB/WB					

¹ Includes Auto Mall Pkwy Station.

Table F-1
Detailed Analysis - Impacts to Traffic, Circulation and Parking
Actual (1998) and 2020 No-Build Conditions
Bay Area To Merced Region

Roadway Links with Significant Impact-AM peak at screenline (A,B,C,D,E,F) ¹						Public Transit Links over Capacity In Station Area (H,M,L) ²	Goods Movement Links Impacted (H,M,L) ²	Parking Facilities with Significant Impact (H,M,L) ²	Comments/ Notes
		V/C	LOS	V/C	LOS				
-West Oakland (2020 No-Build)	Peralta N. of 8 th St	0.01	A	0.00	A	M	L The West Oakland Station area is adjacent to the Port of Oakland, one of the biggest ports in the West Coast.	L	
	8 th St W. of Mandela Pkwy	-	-	0.74	C				
	Adeline S. of 8 th St	0.16	A	0.00	A				
	8 th St W. of Adeline	0.04	A	0.56	A				
	14th St W. of Adeline	0.11	A	0.09	A				
	Adeline N. of 14 th St	0.09	A	0.11	A				
	Mandela Pkwy N. of 14 th St	0.25	A	0.12	A				
	Total Screenline	0.13	A	0.26	A				
West Oakland (1998)	San Pablo S. of Grand Ave	0.01	A	0.00	A	M	L	L	
	Telegraph S. of Grand	-	-	0.58	A				
	Broadway S. of Grand	0.22	A	0.00	A				
	14th St. W. of Clay	0.03	A	0.38	A				
	14th St. W. of Alice	0.11	A	0.01	A				
	Webster S. of 8th	0.01	A	0.11	A				
	Franklin S. of 8th	0.14	A	0.12	A				
	Total Screenline	0.10	A	0.19	A				
-12 th St/City Center (2020 No-Build)	San Pablo S. of Grand Ave	0.07	A	0.23	A	M		L Based on high price of parking	
	Telegraph S. of Grand	0.32	A	1.22	F				
	Broadway S. of Grand	0.01	A	0.11	A				
	14th St. W. of Clay	0.41	A	0.38	A				
	14th St. W. of Alice	0.44	A	0.38	A				
	Webster S. of 8th	1.07	F	-	-				
	Franklin S. of 8th	-	-	0.72	C				
	Total Screenline	0.34	A	0.48	A				
12 th St/City Center (1998)	San Pablo S. of Grand Ave	0.08	A	0.33	A	M		L	
	Telegraph S. of Grand	0.31	A	1.27	F				
	Broadway S. of Grand	0.01	A	0.09	A				
	14th St. W. of Clay	0.36	A	0.33	A				
	14th St. W. of Alice	0.39	A	0.33	A				
	Webster S. of 8th	1.08	F	-	-				
	Franklin S. of 8th	-	-	0.51	A				
	Total Screenline	0.32	A	0.46	A				
-Coliseum Bart Station (2020 No-Build)	Hegenberger W. of San Leandro	0.28	A	0.56	A	L		L	
	San Leandro S. of Hegenberger	0.32	A	0.07	A				
	77th E. of San Leandro	0.00	A	0.00	A				
	Hegenberger E. of San Leandro	0.26	A	0.70	B				
	San Leandro N. of Hegenberger	0.70	C	0.14	A				
	Total Screenline	0.34	A	0.47	A				

Table F-1
Detailed Analysis - Impacts to Traffic, Circulation and Parking
Actual (1998) and 2020 No-Build Conditions
Bay Area To Merced Region

Roadway Links with Significant Impact-AM peak at screenline (A,B,C,D,E,F) ¹						Public Transit Links over Capacity In Station Area (H,M,L) ²	Goods Movement Links Impacted (H,M,L) ²	Parking Facilities with Significant Impact (H,M,L) ²	Com- ments/ Notes
Coliseum Bart Station (1998)	Hegenberger W. of San Leandro	0.20	A	0.38	A	L		L	
	San Leandro S. of Hegenberger	0.14	A	0.07	A				
	77th E. of San Leandro	0.00	A	0.00	A				
	Hegenberger E. of San Leandro	0.19	A	0.54	A				
	San Leandro N. of Hegenberger	0.58	A	0.12	A				
	Total Screenline	0.24	A	0.35	A				
-Union City (2020 No-Build)	Decoto W. of Alvarado Niles	0.31	A	0.70	C	L	L	L If BART is extended, some passengers may move to adjacent stations, which will alleviate some of the congestion. In addition, if extended, BART is planning on building more parking spaces.	
	Alvarado Niles S. of Decoto	0.49	A	0.48	A				
	238 S. of 7 th	0.30	A	0.66	B				
	238 N. of Decoto	0.35	A	1.04	F				
	Decoto E. of Alvarado Niles	0.28	A	0.57	A				
	Alvarado Niles N. of Decoto	0.54	A	0.57	A				
Union City (1998)	Total Screenline	0.40	A	0.58	A	L		L	
	Decoto W. of Alvarado Niles	0.41	A	0.93	E				
	Alvarado Niles S. of Decoto	0.58	A	0.43	A				
	238 S. of 7 th	0.14	A	0.62	B				
	238 N. of Decoto	0.21	A	0.62	B				
	Decoto E. of Alvarado Niles	0.27	A	0.58	A				
- Auto Mall Pkwy (2020 No-Build)	Auto Mall Pkwy E. of Boyce	0.22	A	0.17	A	L		L	
	Boyce Road N. of Auto Mall	0.02	A	1.24	F				
	Total Screenline	0.15	A	0.56	A				
Auto Mall Pkwy (1998)	Auto Mall Pkwy E. of Boyce	0.18	A	0.04	A	L		L	
	Boyce Road N. of Auto Mall	0.01	A	0.74	C				
	Total Screenline	0.12	A	0.29	A				
San José to Merced									
Alignments									
-Diablo Range Direct	(SR-152) 1.71 (F)						H		
Actual (1998)	(SR-152) 1.53 (F)						H		

Table F-1
Detailed Analysis - Impacts to Traffic, Circulation and Parking
Actual (1998) and 2020 No-Build Conditions
Bay Area To Merced Region

Roadway Links with Significant Impact-AM peak at screenline (A,B,C,D,E,F) ¹						Public Transit Links over Capacity In Station Area (H,M,L) ²	Goods Movement Links Impacted (H,M,L) ²	Parking Facilities with Significant Impact (H,M,L) ²	Com- ments/ Notes
Stations									
Arterial									
		NB/EB		SB/WB					
		V/C	LOS	V/C	LOS				
Caltrain/Gilroy Pacheco Pass ² Actual (1998)	-San José (Diridon) (2020 No- Build)	Park W. of 82	0.21	A	0.28	A	L	L	
		San Carlos W. of 82	1.08	F	0.72	C			
		Bird S. of San Carlos	0.92	E	0.23	A			
		San Carlos E. of 82	0.81	D	0.28	A			
		Park E. of 82	0.17	A	0.26	A			
		82 N. of Park	0.25	A	0.10	A			
		Total Screenline	0.56	A	0.29	A			
San José (1998)	Park W. of 82 San Carlos W. of 82 Bird S. of San Carlos San Carlos E. of 82 Park E. of 82 82 N. of Park Total Screenline	Park W. of 82	0.01	A	0.09	A	L	L	
		San Carlos W. of 82	0.44	A	0.36	A			
		Bird S. of San Carlos	0.90	D	0.10	A			
		San Carlos E. of 82	0.59	A	0.10	A			
		Park E. of 82	0.00	A	0.14	A			
		82 N. of Park	0.21	A	0.08	A			
		Total Screenline	0.38	A	0.14	A			
-Morgan Hill (2020 No- Build)	Hale Ave N. of Main East Main W. of Monterey Hwy E. Dunne W. of Monterey Hwy Monterey Hwy S. of Dunne E. Dunne E. of Monterey Hwy East Main E. of Monterey Hwy Monterey Hwy N. of East Main Total Screenline	Hale Ave N. of Main	0.73	C	0.21	A	L	L	
		East Main W. of Monterey Hwy	0.62	B	0.78	C			
		E. Dunne W. of Monterey Hwy	0.10	A	0.21	A			
		Monterey Hwy S. of Dunne	0.35	A	0.00	A			
		E. Dunne E. of Monterey Hwy	0.26	A	1.17	F			
		East Main E. of Monterey Hwy	0.18	A	0.28	A			
		Monterey Hwy N. of East Main	1.14	F	0.68	B			
		Total Screenline	0.59	A	0.52	A			
Morgan Hill (1998)	Hale Ave N. of Main East Main W. of Monterey Hwy E. Dunne W. of Monterey Hwy Monterey Hwy S. of Dunne E. Dunne E. of Monterey Hwy East Main E. of Monterey Hwy Monterey Hwy N. of East Main Total Screenline	Hale Ave N. of Main	0.58	A	0.23	A	L	L	
		East Main W. of Monterey Hwy	0.62	B	0.37	A			
		E. Dunne W. of Monterey Hwy	0.09	A	0.18	A			
		Monterey Hwy S. of Dunne	0.16	A	0.02	A			
		E. Dunne E. of Monterey Hwy	0.12	A	0.94	E			
		East Main E. of Monterey Hwy	0.16	A	0.12	A			
		Monterey Hwy N. of East Main	1.07	F	0.30	A			
		Total Screenline	0.49	A	0.33	A			
-Gilroy (2020 No- Build)	First St W. of Monterey Hwy 10 th St W. of Monterey Hwy	First St W. of Monterey Hwy	0.49	A	0.08	A			
		10 th St W. of Monterey Hwy	0.93	E	0.70	C			

² Includes Gilroy and Los Baños Station. The Gilroy ByPass Option includes Morgan Hill and Los Baños Station.

Table F-1
Detailed Analysis - Impacts to Traffic, Circulation and Parking
Actual (1998) and 2020 No-Build Conditions
Bay Area To Merced Region

Roadway Links with Significant Impact-AM peak at screenline (A,B,C,D,E,F) ¹						Public Transit Links over Capacity In Station Area (H,M,L) ²	Goods Movement Links Impacted (H,M,L) ²	Parking Facilities with Significant Impact (H,M,L) ²	Comments/Notes
	Monterey Hwy S. of Tenth St	0.81	D	0.13	A	L		L	
	10 th St E. of Monterey Hwy	1.31	F	0.99	E				
	Monterey Hwy N. of First St	0.18	A	0.35	A				
	Total Screenline	0.74	C	0.53	A				
Gilroy (1998)	First St W. of Monterey Hwy	0.14	A	0.07	A	L		L	
	10 th St W. of Monterey Hwy	1.05	F	1.03	F				
	Monterey Hwy S. of Tenth St	0.63	B	0.00	A				
	10 th St E. of Monterey Hwy	0.67	B	0.57	A				
	Monterey Hwy N. of First St	0.09	A	0.26	A				
	Total Screenline	0.49	A	0.37	A				
-Los Baños (2020 No-Build)	Henry Miller Avenue	0.79	C	0.79	C	L		L	
	Total Screenline	0.79	C	0.79	C				
¹ LOS values are defined from volume-to-capacity (V/C) values as follows: up to 0.60=A, above 0.60 to 0.70=B, above 0.70 to 0.80=C, above 0.80 to 0.90=D, above 0.90 to 1.00=E, above 1.00=F ² High = V/C >1.5, Medium = 1-1.5, Low < 1 Source: Parsons, April 2003.									

Table F-2
Highway Link V/C Ratios for 1998 and 2020 No-Build Alternative

SEGMENT	FROM	TO	1998				2020 Baseline			
			V/C		LOS		V/C		LOS	
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
US 101	San Francisco	SF Airport	0.98	0.88	E	D	1.06	1.05	F	F
US 101	SF Airport	Redwood City	1.29	1.05	F	F	1.37	1.05	F	F
US 101	Redwood City	I-880	1.10	0.82	F	D	1.13	0.92	F	E
US 101	I-880	San José	1.16	0.72	F	C	1.19	0.95	F	E
US 101	San José	Gilroy	1.21	0.94	F	E	0.89	1.03	D	F
US 101	Gilroy	SR-152	0.63	0.27	B	A	0.70	0.57	C	A
SR-152	US 101	I-5	0.74	1.33	C	F	0.78	1.21	C	F
SR-152	I-5	SR-99	0.36	1.53	A	F	1.10	1.71	F	F
I-80	San Francisco	I-880	0.90	1.16	E	F	1.10	1.28	F	F
I-80	I-880	I-5	1.05	1.33	F	F	1.16	1.33	F	F
I-880	I-80	I-580	1.25	0.90	F	E	1.36	1.08	F	F
I-580	I-880 via I-238	I-5	1.02	1.27	F	F	1.38	1.37	F	F
I-880	I-580	Fremont/Newark	1.03	1.34	F	F	0.98	1.22	E	F
I-880	Fremont/Newark	US 101	1.15	1.31	F	F	1.16	1.18	F	F

¹ LOS values are defined from volume-to-capacity (V/C) values as follows: up to 0.60=A, above 0.60 to 0.70=B, above 0.70 to 0.80=C, above 0.80 to 0.90=D, above 0.90 to 1.00=E, above 1.00=F

Source: Parsons, April 2003.